

LDW SF
12.3.412.1
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March 5, 1996

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Subject: Diesel Fuel Spill at 1022 South Monroe
AKA. TMF Yard

On March 4, 1996 at approximately 2:30pm I received a phone call from Brian Vance, our manager at the TMF yard, he explained to me an occurrence involving a diesel spill had just happened. I immediately stopped what I was doing and drove over to the yard to address the situation. I observed a diesel spill that caused some run off into The Duwamish Waterway. I caused immediate clean up activities to occur, whereby we localized the spill by deploying a floating oil absorbent boom to contain the diesel and dig up the soil where it dumped. I returned to 5th Ave. to alert the agencies. I called The Department of Ecology at 649-7000 and tried to talk with Ms. Dorothy Glenn, we traded calls a couple of times and I ultimately talked with a Mr. Dick Story, I reported the spill to him at approximately 3:10pm. I inquired as to whom else I should call, he said to contact the Federal Department of Emergency Services at 1-800-258-5990, there was no need to call the Coast Guard or the Department of Fisheries as he would contact them, he went on to let me know that the spill had also been reported to him by a (b) (6) of I'm A Pal Foundation, and she had also contacted the media. He assured me I had reported everything necessary.

I then contacted a Mr. Jim Kadrmas, Federal Department of Emergency Services at 1-800-258-5990. I reported the necessary information to him as well. He also assured me that all parties will be notified and I need not call anyone else. He gave me an Incident Response Number, 96-0325.

I returned to the site to confirm the clean up was proceeding. The contaminated soil was being removed and the spill was quickly contained on the water. I met a (b) (6) of I'm A Pal Foundation at the site. He offered his help and support. He was very pleased with our quick response and attention to the matter and had made that known to me. KOMO or KING 5 (not sure which one) had shown up and (b) (6) conferred with them about the situation and they left shortly after arriving, wasn't really a newsworthy story.

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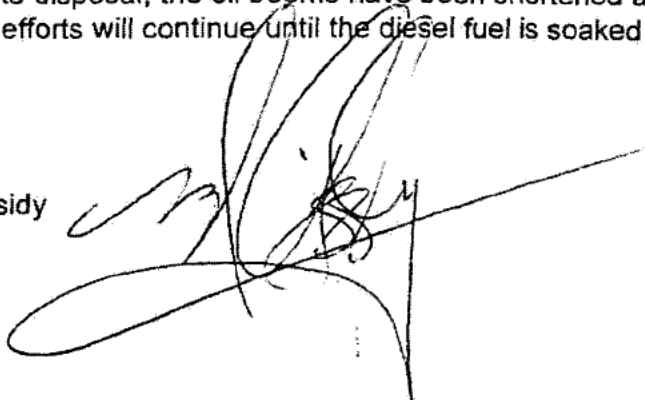


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The US Coast Guard arrived at approximately 3:45pm, we walked the river bank and the location of the spill. I explained that a fork lift was moving a supposedly empty fuel tank when it overturned, causing a spill onto the soil at the riverbanks edge and ultimately a small quantity (approx. 5 to 10 gallons) ran down the bank and into the river. They seemed very satisfied with our quick response and assured me our clean up efforts were adequate to handle the spill. They issued a Notice Of Violation on the spot of \$250.00, and said all appropriate agencies had been notified and as far as they were concerned the case would be closed upon satisfaction of the NOV. I assured them the oil booms would remain in place until all the fuel had been absorbed, the soil, booms, absorbents and any other contaminated items would be properly disposed of.

As of this writing the soil has been cleaned up and is containerized for appropriate disposal, the oil booms have been shortened and the spill localized. Clean up efforts will continue until the diesel fuel is soaked up.

Mike Cassidy

A large, stylized handwritten signature in black ink, appearing to be 'Mike Cassidy', written over a horizontal line.